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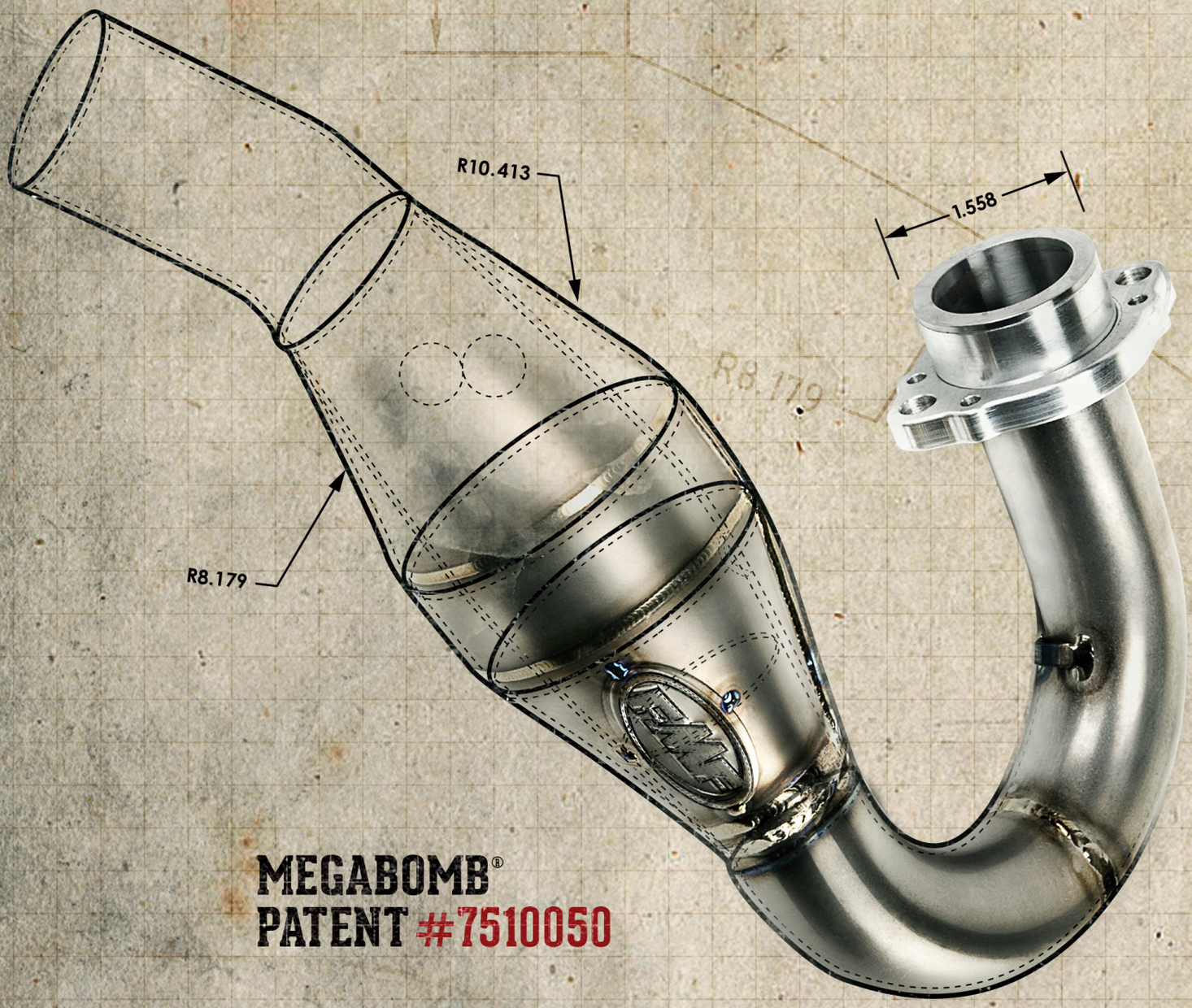

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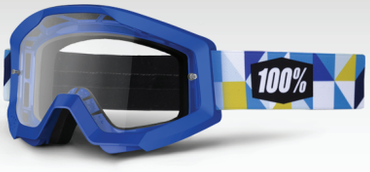

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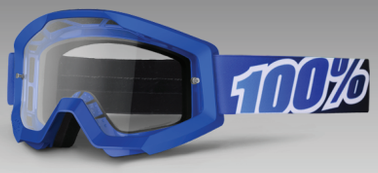

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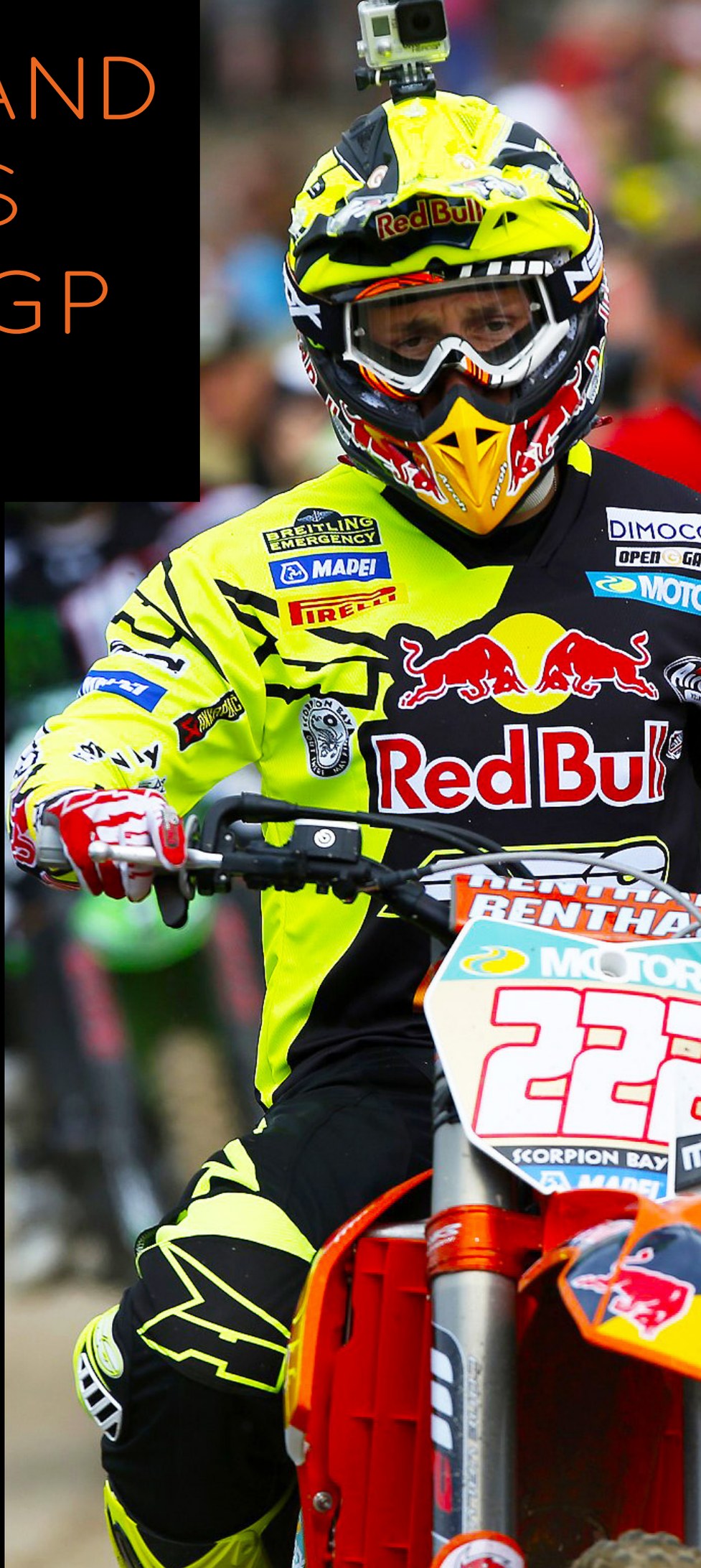
CAIROLI AND HERLINGS OWN MXGP AND MX2

STORY GEOFF MEYER IMAGES RAY ARCHER

When the sun went down on the Grand Prix of Finland last weekend there was little doubt that the Red Bull KTM Factory team were going to celebrate. With yet another 1-1-1-1 from their two riders Antonio Cairoli and Jeffrey Herlings it was just another day at the office for the orange army.

Now with just rounds in the Czech Republic, Belgium, Brazil and Mexico there is little chance of the competition stopping KTM winning the 450 and 250 classes. KTM have won the MX1 class the last four years and the MX2 class the last six years. It doesn't really look like that domination is going to stop any time soon.

The last month of the FIM Motocross World Championships has seen the series run through Germany, Sweden and Finland. Three very different circuits and while the MX2 class has been dominated by Herlings, who has gone 1-1-1-1-1-1 and extended his series points lead to 135 over second placed man Jordi Tixier, the MXGP class has been some-



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thing of a rollercoaster for defending champion and series favourite Cairoli.

It was Rockstar Energy Suzuki rider Clement Desalle who won in Germany, the circuit that he has often shown good form, and when Cairoli could only manage 5-4 results many inside the GP paddock felt that the Italian might be losing grip on his domination of the MXGP class.

Just as a true champion does though Cairoli came back with 1-1-1-1 results in Sweden and Finland and extended his lead over Desalle in the series points. Unfortunately for Desalle an injury picked up in Sweden meant he missed Finland, and also dropped to third in the series points behind fellow Belgian Jeremy Van Horebeek. For Cairoli last weekend's round in Finland felt like his toughest yet.

"This was one of the toughest races of the year, on a very technical and difficult track, I'm glad to be able to start at the top because it's always a great advantage; we worked hard to achieve this result because this year the starts are becoming more and more important and I'm very satisfied with the work done. So far I've never really thought about the championship, the season is very long, even if it is now coming to the end, I tried to stay away from injuries and to be regular; I feel sorry for anyone who was injured and lost races, it's never nice, maybe I was not the fastest rider in all conditions, but it is very important to finish all the moto and always score points."

Van Horebeek made the most of the German, Swedish and

ATHENA
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Finnish events with solid results again, and 3-3-4 for overall finishes. He is now 65 points behind Cairoli in the series standings and continues to show really consistent results. Despite missing the podium in Finland, Van Horebeek enjoyed a lot of the last round.

While the MXGP boys were battling out for major points the MX2 riders all had to line-up behind Red Bull KTM Factory rider Jeffrey Herlings once again. The Dutchman went 1-1 in Sweden two weeks ago, and Finland last weekend and enjoyed the experience of racing in the sand again.

"It has been a good season despite the early set-backs with injury. I've won a lot of rounds and Germany, Sweden and Finland went perfect. It was a great weekend last weekend, even though I had a small crash in qualifying on Saturday. It was always a dream to win the championship at home or in Belgium but if I have a solid weekend in the next round like I had here I will try to take it at Loket. But it is not settled yet and there's still another two weeks to go."

"In Sweden we basically did what we had to do and that's to win both motos and make the points gap bigger to the second place. This weekend is something I'm proud of. I won on Saturday and twice on Sunday and I had a lot of fun on the bike."

Now onto Loket, Czech Republic, where Herlings will probably be crowned. Herlings with a lead of 145 points just needs to win both motos and then it doesn't really matter where Jordi Tixier finishes and the Dutch rider will be crowns MX2 World Champion for the third time in succession.

As for Cairoli, he will want to consolidate his 65 point lead and move onto Lommel in Belgium with the hope of either wrapping the MXGP title up or make it nearly impossible for Van Horebeek to catch him in the last two GP's of the season in Brazil and Mexico.

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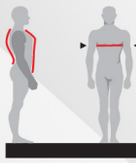

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RED BULL KTM FACTORY TEAM

WORLD POWER

STORY GEOFF MEYER IMAGES RAY ARCHER AND SIMON CUDBY

It seems every time I had talked to somebody from the Red Bull KTM Factory team I would hear how well bike sales were and it was obvious why. Their success on the World Motocross scene was always improving and at the moment it's just gone crazy. I can't imagine that the team could have been as happy as they are at the moment, that despire all their previous success.

While Antonio Cairoli and Jeffrey Herlings are clearly the men in the FIM World Motocross Championships, and Ken Roczen and Ryan Dungey the guys to beat in the AMA 450 championship it goes a little deeper than just that. Their young charger Davy Pootjes is leading in the EMX125 points race and in the EMX250 class the top five are KTM riders, with Steven Clarke standing on the top of the points there.

KTM riders held the top seven places in last weekend's EMX65 championship in Finland, with Nikita Kucherov taking the win. They also held the top four places in the EMX85 championship with Jago Geerts from Belgium getting the victory there. Down in Australia they won the latest round of the Australian Motocross Championships.

Now if we wanted to get into the Road Racing, their moto3 rider Jack Miller from Australia won the German GP and leads the points

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race. I don't even want to get onto Enduro in Europe or America, because it's a similar story all around and the list is a long one.

One has to look back to that 2006 season when Stefan Everts was dominating on his Rinaldi Yamaha and the likes of Sebastien Tortelli and Mickael Pichon were struggling on their factory KTM. Or how about the Jeremy McGrath disaster, or the very poor performance of Shayne King in the AMA Supercross. The list of previous disasters goes on and on, but that is the past and now is the present and for the future I can't imagine a brand that can compete with them.

Sure there are rumours that Ken Roczen is moving back to Suzuki, and the talk of Cairoli getting old, or Herlings being a sandbagger in the MX2 class, but the general feeling I get is KTM are the most professional and hardest working team in World Motocross. Their marketing plan is nearly as good as their results stats, and their team of former legends or GP greats shows that the Austrian company are not about to slow down on their goals.

KTM in USA in 2013

Just seven months ago in November of 2013 retail sales growth figures for KTM North America, Inc. have put the motorcycle company out front as the fastest growing motorcy-

cle company in the US for 2013.

KTM's November unit sales rose 49% compared to the same month in 2012 and year-to-date numbers at the end of November showed KTM leading growth with a 28.8% increase. This sales growth makes KTM the fastest growing motorcycle company in the US for 2013.

"Credit for this amazing performance is due to the excellent new product we have brought to market and to the increased effort for KTM by our dealer network," said Brad Hagi Vice President of Sales and Marketing for KTM North America. "For the past 3 years our dealers have risen to every opportunity we have put before them—SXS Mini's, SX Factory Editions, ISDE Bikes, 990 Adventure Baja Editions, 690 Dukes—and customers have responded well. I can't wait to see how our dealers perform with the new 1190 Adventure models and the 1290 Super Duke R. To every KTM dealer and their staff – you have my personal thanks for your dedication, energy and effort in making KTM the fastest growing brand in 2013."

Add to their on track success and their improving sales their amazing marketing program, which is without question the best in the sport. Each weekend when a KTM rider is winning the whole World find out just minutes after the events. It doesn't matter what class, where, or who won, the World media are ready to publish this information.

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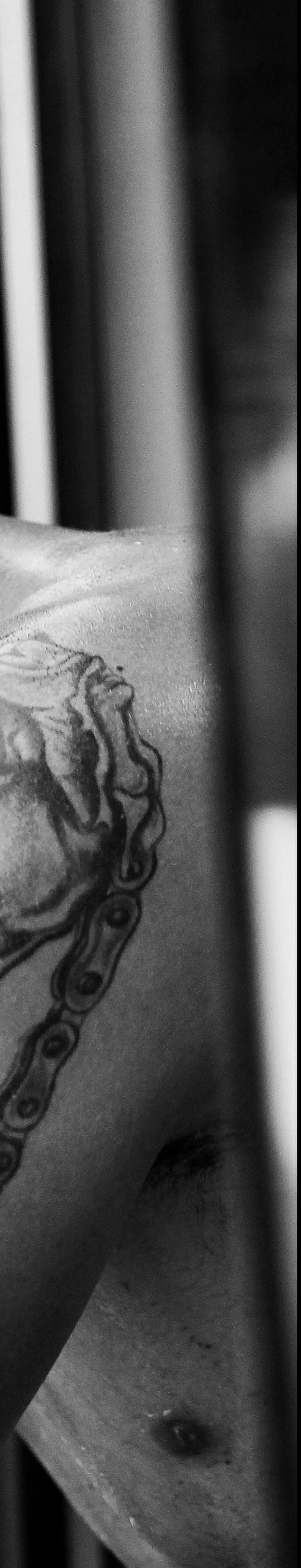

DYLAN FERRANDIS

A Month on the road

Story by Geoff Meyer images Kawasaki

Monster Energy CLS Kawasaki rider Dylan Ferrandis started the season on fire, beating Jeffrey Herlings and really looking strong for a possible top three finish in the FIM World MX2 Championships. The Frenchman though suddenly dropped places, and while he continued to make nice progress for such a young rider, that top three spot seemed to be slipping away.

Now on 403 points Ferrandis is fourth in the title race and 13 points behind fellow Frenchman Romain Febvre in the MX2 championship.

Ferrandis has scored more than his share of top three placings this season, winning the opening moto of the season and scoring 40 points in round one was followed by 34 points in Thailand, 33pts in Brazil, but then in round four in Italy he could only manage 11pts, before coming back with 36pts in Bulgaria, 31 points in Holland, 40 points in Spain, 23 points in England, 30 points in France and 36 in Italy. The last three GP's in Germany, Sweden and Finland have seen him once again be a regular top three guy in motos, with 29, 29 and 31 pts.

We decided to see how he felt about the last month, in those last three rounds of the FIM World MX2 Championship.

Finland "We worked on the settings of the bike with Bruno Losito when we came here, and Saturday was good with

Dylan
FERRANDIS
12
Kawasaki
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PIRELLI

a strong qualifying race as I finished second. Today I got a good start in the first race and after one lap I was in third behind Herlings and Butron when we came on the final jump; Herlings saw a yellow flag as there was a crash, but behind him we didn't see this flag. Herlings lifted a hand, we thought that he had some mechanical problem and passed him, but when I saw that he came back behind him I let him pass, as it seemed strange for me. Then I spend a lot of time and energy to pass Butron to eventually finish second but after the end of the race I was informed that the Race Director had penalised me ten places. We went to explain the situation but they didn't want to change anything, so I lost this second place. In the second moto I was tenth at the start, but once again I recovered to second and showed that I was the fastest rider behind Herlings this weekend."

Sweden " Saturday was good for me with the pole position in timed training and a third place in the qualifying race; we have worked on the settings of the bike since Germany and I have a better feeling now. Unfortunately the first race wasn't so good; the rider next to me hit the gate and that disturbed me, so I also hit the gate and started in last position. Then in the second lap another rider crashed on a jump and I hit his bike, so after two laps I was only twenty-third. I came back to twelfth, which was not so bad on this track, and in the second race I got a third position even if my start was not very good. A disappointing weekend."

Germany "I had a good speed all weekend, posted the second best time in both practice sessions and earnt third choice of start gate in the qualification race. My start was not so good in the first GP moto but I came back to third place at the finish, which was pretty good. My second start could also have been better and in the first corner another rider hit my front wheel and I nearly crashed. I was maybe thirtieth and had to put all my energy into passing my rivals, but on this track it's never easy and in fact I crashed three times during the race. I finished twelfth and am disappointed by this result."

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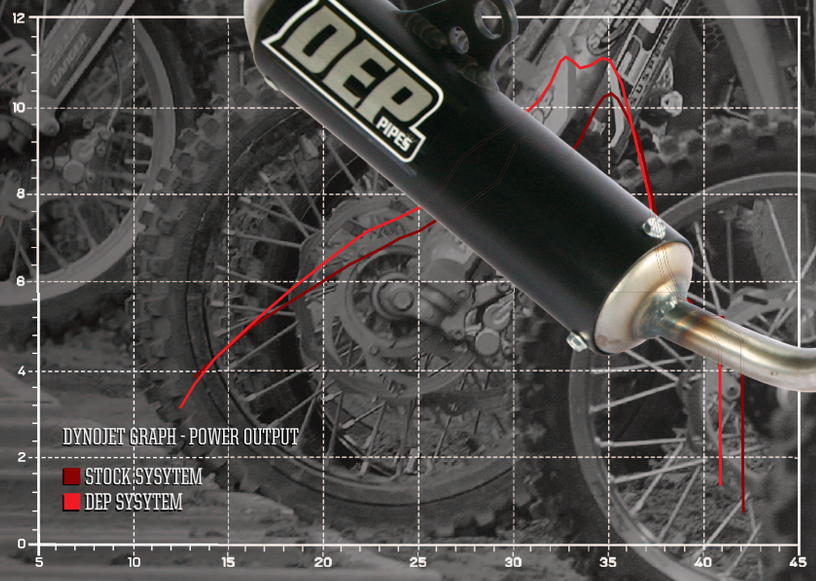

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CAN TOMAC STOP THE EUROPEANS

STORY GEOFF MEYER IMAGES SIMON CUDBY

It isn't a secret that the motocross World order has changed a little in the last couple of years. When the deep sand of Lommel (Belgium) had sucked the life out of the best American riders it was the Grand Prix riders who stood tall, heard the applause of the huge crowd and looked ahead to the next time the two Worlds would meet.

World MX1 champion Antonio Cairoli and World MX2 champion Jeffrey Herlings had gone 1-1-1 in the three motos and showed the World that sand was not the place to hang if you are not a GP rider.

Twelve months later and this time around the hard-pack circuit of Teutschenthal in Germany it was once again the legendary Cairoli who went 1-1 and a young German named Ken Roczen scored the other moto win.

As Justin Barcia and Ryan Dungey slipped and slid their way around the rough and technical circuit the European riders looked brilliant, totally dominating the American riders. While it was another day for the euros to perform, there was a sign of something that might eventually save the day for the American riders.

American 250cc champion Eli Tomac had battled long and hard with Roczen and in many peoples opinions was the stand-out of the day. He didn't win a moto, didn't win a class overall and Team USA went home once again battered and bruised, yet Tomac could hold his head high as he show the European public what a sensational talent he was.

Now nearly a year later and Tomac is still battling hard. Injuries prior to the start of the AMA Nationals had stunned his season, and despite being out of action for some time he has returned around a month ago and is again looking at the back-wheel of Roczen and looking for a way to pass.

Muddy Creek

"Honestly, I was getting bored at home. When you're sitting on the couch watching races, it kind of just drives you nuts. You need to watch the races to obviously learn things, but at the same time you kind of want to take your mind off it, of watching the other guys steal your show. For me, this was everything I was hoping for when I came here—is to get

on the podium. I started out good in practice, got great starts all day, but the orange bikes were strong. You can tell those guys are dialled in right now. They're in super good shape and they run the first four or five lap pace the whole time, and that's where I was a little bit off.

"It was a great start for me in my return to the motocross circuit. We started off the day well with a first-place qualifying effort, which gave me a good spot on the start. In fact, I got the holeshot in the first moto and led for about 15 minutes but got passed by the two KTM riders at the end. I had another solid start in the second moto and ended up in the top five at the start. I worked my way up to third and was a little bit closer to the KTM guys than I was in the first moto. That team just had a super-strong race. I did what I could in both motos, but I honestly couldn't ask for more in my first race back.

"After making the return I did last weekend at Muddy Creek, I just wanted to keep building off of that for RedBud. If I had gotten the starts that I did in both motos, I feel like I would have been in a good position for another podium finish. The key for me though was to get closer to the KTM boys to try to battle for the win. I felt great on the bike once I got back on the bike, and I know that if I keep training, races will just get easier moving forward. I'm focused on winning races and excited to see what the rest of this motocross season holds."

Redbud

"Redbud went even better than in Tennessee. First moto came around and I got a top-five start and was battling with (Ryan) Dungey, (Trey) Canard, and (Ken) Roczen the whole race. I passed Dungey at one point but he ended up getting around me, so I kind of settled into fourth. The main issue in that race was being able to see clearly as I actually ran out of tear-offs. The second moto came around and I ended up battling with the exact same guys the whole race. This time I made a pass on Dungey and it stuck. I got pretty close to Trey when he actually tipped over. I was in second

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then and was making a push towards Ken, but he was riding so well that I just couldn't catch him. Hopefully, I will turn this progress into a first place next event. We made a few changes for the second moto, and we are extremely close to the bike being fully dialled in. I can't wait to be battling for first when that happens. Honestly, at the start of the day I didn't know if I was going to be racing. To turn it into a podium is awesome."

Budds Creek

"I was in a good flow, and had some good lines out there. Honestly, it was a really tough track to pass on. A lot of the lines drifted into each other, so when you tried to pass, the other guy would kind of cut you off. To make a pass, you had to be really aggressive and hope for the guy to make a little mistake, too. You can, so I don't really have much to lose, and honestly I don't. I'm just gunning for podiums."

MXoN 2013 – That crash

"I didn't get a good start in the first moto, as I spun off the line and I think my dirt was a little dry; I thought it was going to work, but it didn't. I went through the pack a little bit, and was in third place at one point, before I made a really big mistake that sent me flying over the bars. I was flying through the air without my motorcycle, which was a little scary, but I was lucky to get up, be healthy, get back to the bike and finish it out. In the second moto, I had a big battle with Roczen. He got the start, and to me whoever got the start was going to win, because we were so close with a big battle all the way through. I did get shuffled back a few times with lappers, which was what hurt me the most, and the fans were really behind him, but he rode a great race. It's been a really cool experience, and although we are disappointed not to win, hopefully I can come back and we know we've got to put together all five motos.

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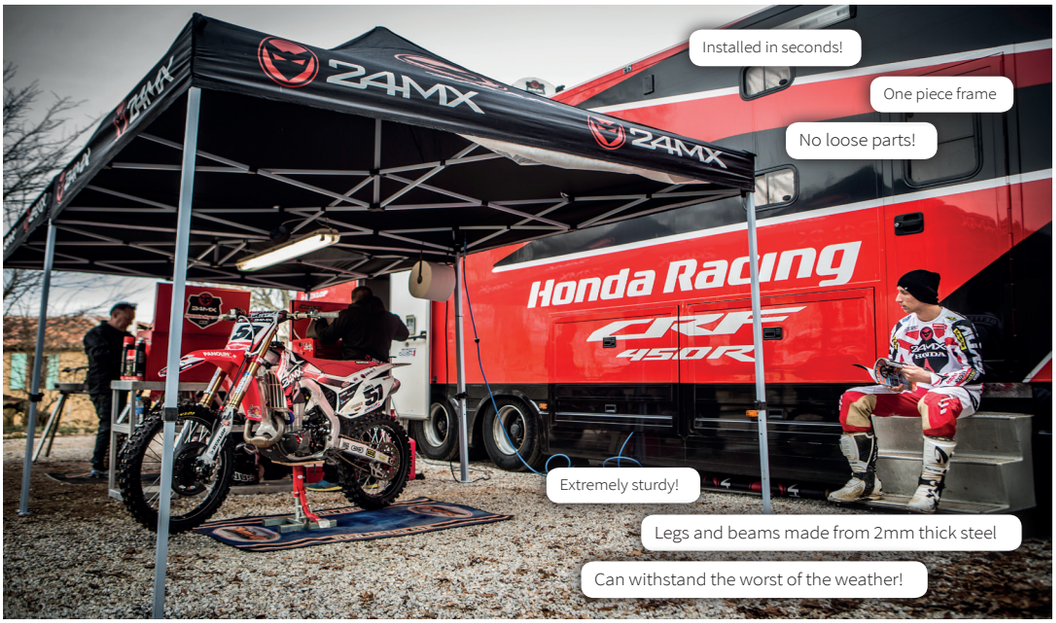
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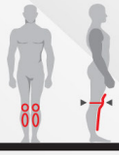

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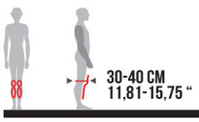
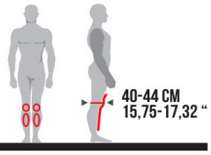


ADULT SIZE - L/XL



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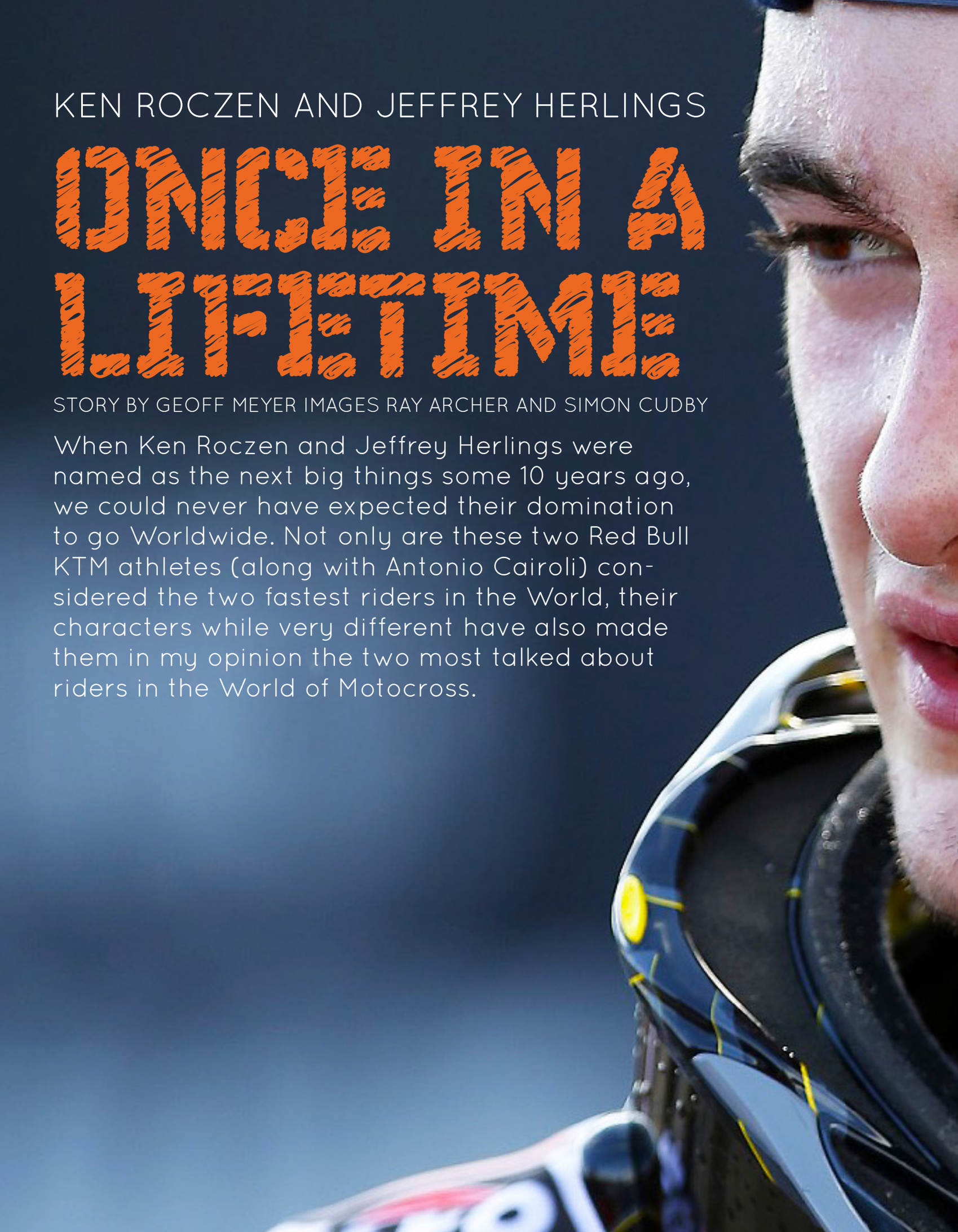
KEN ROCZEN AND JEFFREY HERLINGS

ONCE IN A LIFETIME

STORY BY GEOFF MEYER IMAGES RAY ARCHER AND SIMON CUDBY

When Ken Roczen and Jeffrey Herlings were named as the next big things some 10 years ago, we could never have expected their domination to go Worldwide. Not only are these two Red Bull KTM athletes (along with Antonio Cairoli) considered the two fastest riders in the World, their characters while very different have also made them in my opinion the two most talked about riders in the World of Motocross.



Roczen the cool, calm and very smooth kids from Germany, and Herlings the rough around the edges, but very honest and exciting rider from The Netherlands. While their World Cup teams nearly came close to meeting in this year's World Cup Final, these two very fast teenagers are more than likely only going to meet once a year in the annual Monster Energy Motocross of Nations.

Both good looking young men with huge female followings Roczen and Herlings hold the Motocross World in the palm of their hands and it's going to take a huge effort for somebody like Eli Tomac or Adam Cianciarulo to break their stranglehold on the sports media and fans.

Not only are the two KTM riders super popular, but they know how to make people like them without even trying. I can tell you as somebody who runs one of the biggest websites in Europe (www.mxlarge.com) that when a Roczen or Herlings interview is posted they usually get around double the amount of readers as an interview with anyone else.

The future is bright for these two young men, and I sure am happy to be around to watch what happens in the next ten years, because they must just become the two greatest MX riders of all time.

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FLY RACING

NAGL IN FINLAND AND SWEDEN

STORY AND IMAGE BY HONDA

German rider Max Nagl came out fighting on race day in Finland aboard his CRF450RW and a second position overall was within reach until the closing laps of the second race. In race one, Max made a good start and was in second position into the first corner, and continued in third for much of the race. It the closing stages he was embroiled in a battle with Steven Frossard who just edged ahead across the line, leaving Max fourth.

motocross
DUNLOP
HONDA
12
34

HONDA
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HONDA

As the day progressed, the soft sand of the Hyvinkaa track became ever more rutted and rough, and with it increasingly physical and technically demanding.

In race two, Max made another great start and was again lying second into turn one. As the race progressed, the German star found himself in third, fighting with Shaun Simpson for second – second or third would have ensured another visit to the podium since his return from injury only a month ago.

Unfortunately, as the track became rougher it became more punishing on the riders and demanded more of them physically, and indeed several fell foul of the conditions and crashed. Locked in battles to the finish, Max was edged down to seventh in the final two laps as he found himself feeling the effects of missing almost two months of training, riding and racing. His combined results meant he finished the MXGP of Finland fifth overall; denied a podium that for most of today was firmly within grasp.

"In the end I am disappointed to throw away the podium. I'm not happy about today. I had a good start in the first race, got into third and then could keep it for almost all race but right at the end I got passed by Frossard because I had no energy left. I didn't want to be completely finished and I wanted to have something left for the second heat. In the second race I had again a good start but then I was stuck behind Shaun Simpson and I couldn't find the way to pass him. The speed was not high enough and then I lost the rhythm and got passed by the other guys at the end because I was too tired. I made a mistake because I did not have anything left to fight back. Overall I'm not happy with myself.

Nagl delivered a strong ride coupled with a good start to take a third place finish in the second race of the MXGP of Sweden two weeks ago.

From fourth at the first corner he fought up to third and then set about closing down the lead duo on his CRF450RW, before having to turn more defensive to successfully resist great pressure from Kevin Strijbos in the latter half of the race.

A poor start in the opening race left the German star languishing in 19th position with a lot of work to do, but even on a track on which overtaking is very hard, he fought through to ninth by the finish. The combined results of ninth and third put him fourth overall in the Grand Prix classification.

Amid the threat of possible storms, the only precipitation today was a brief shower during the first MX2 race of the afternoon that did little to slow proceedings. Shortly after the sun re-emerged to send the temperature back up to 26 degrees Celsius once more, making hot work for the riders on the rough yet slippery Uddevalla track.

"In general I'm really happy with the second moto. I was struggling all weekend with the track because the ground was similar to Arco [MXGP of Arco di Trento, April] and it was difficult for me, but today was better than Saturday. In the first race I had a terrible start and was really far behind, and especially at this track it's hard to make up many positions. We changed some small things on the bike and then in the second heat I had a good start and got with the front guys and was able to carry the same speed and follow them in third. Kevin [Strijbos] was pushing me really hard mid-race but when someone like him is behind you, you feel safe because you know he won't make any stupid moves. It meant I could still take my lines and not have to worry where he was going to go, so I was able to still push hard to stay ahead and in the end pull away a little bit."

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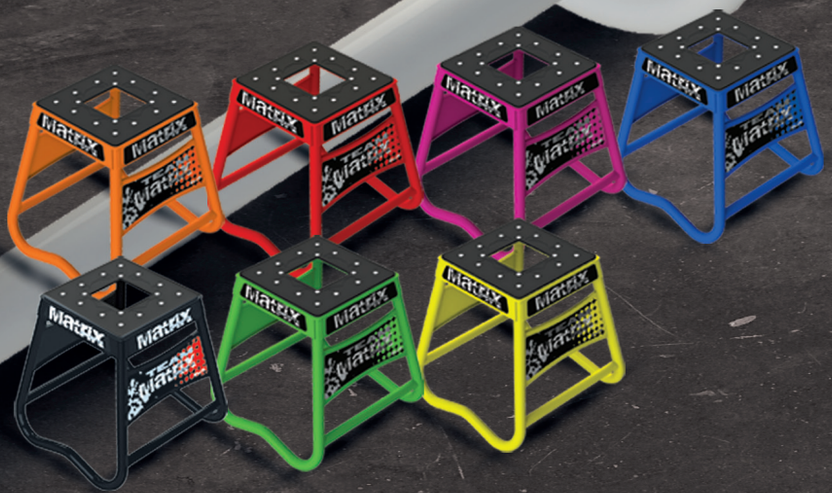

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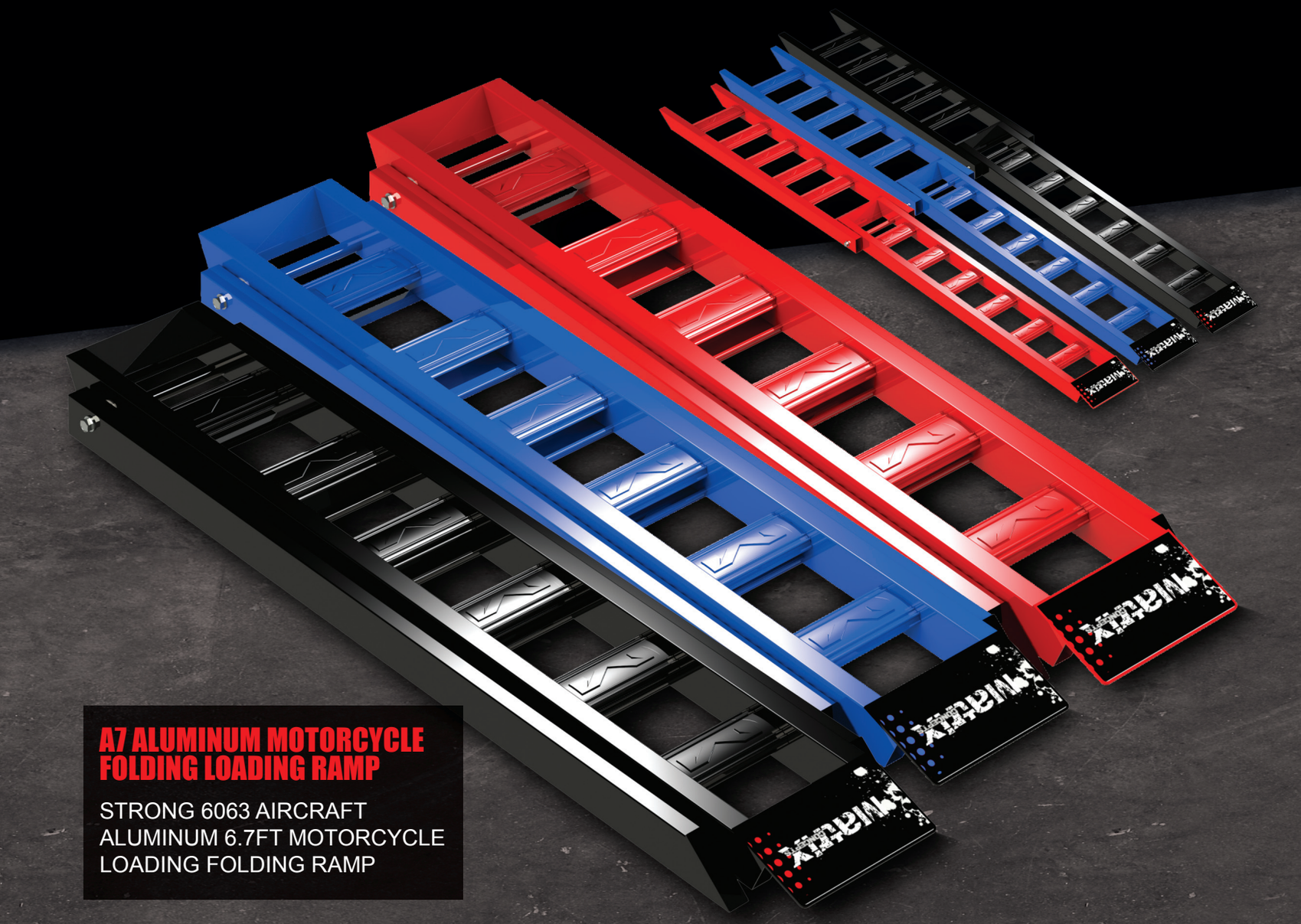

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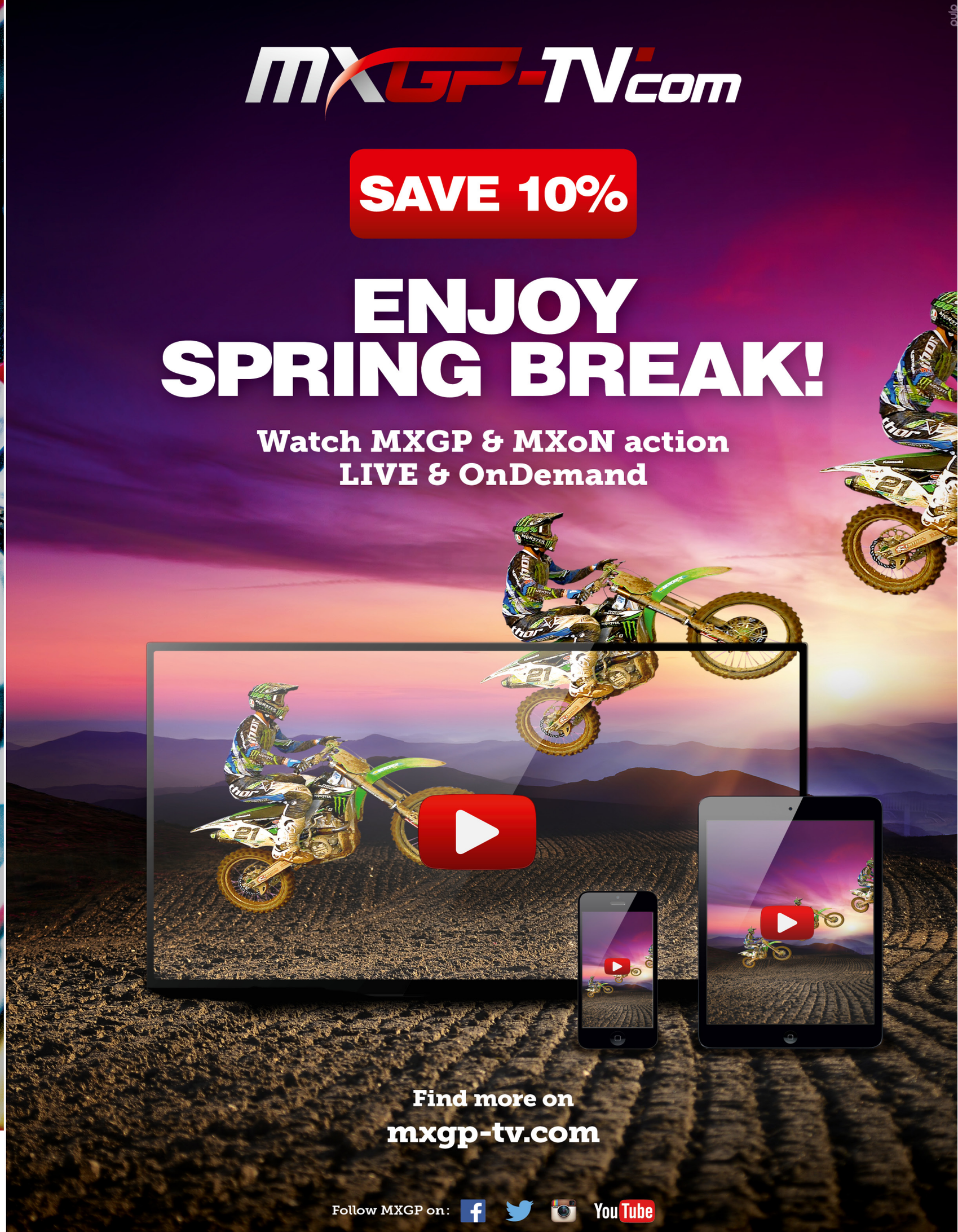

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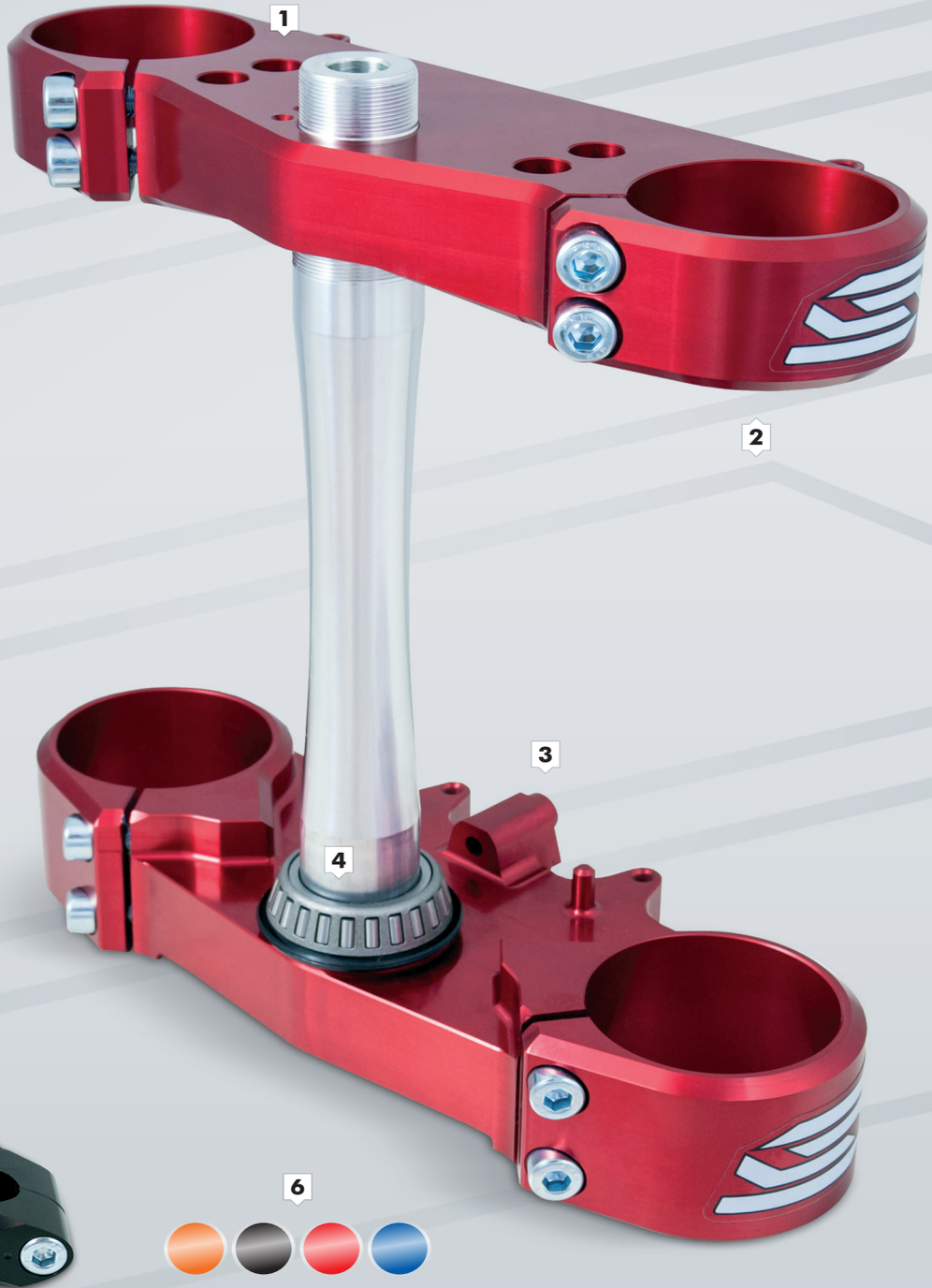

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